

**To:** Amoco Station 2623 N. Glenstone  
**From:** Karen Chandler  
**Subject:** Spill of Gasoline  
**Date:** January 22, 1996

## MEMORANDUM

On Friday, January 5, 1996, Steve Short called this office at 2:20 p.m. to report a gasoline spill that he had heard about. Steve said that at the Amoco Station at 2623 N. Glenstone a customer hit a dispenser and broke a pipe to it in the island. The police and fire departments were called and they used a bag of sawdust to clean it up. They had contacted Steve to dispose of the sawdust. They told him that possibly 50-100 gallons of product was spilled and when they arrived on the scene they could only see a rainbow from the gasoline on the parking lot. Steve said Ed Grimlich of DNR had been contacted and Amoco reported that they had lost 497.25 gallons of product. Gene and I checked the following manholes (Wye Map L-20):

MH 71	No gasoline odor.
MH 72	No gasoline odor.
MH 73	No gasoline odor.

When we got back to the office, I called Steve to tell him what we found. He told me that since Amoco reported such a large loss, that DNR was going to make the station do some more investigating, because either the inventory numbers were wrong or there was a lot of gasoline in the ground around them.

On January 9, 1996 at 2:30 I check the manholes again because the snow and ice was melting. I got the following readings:

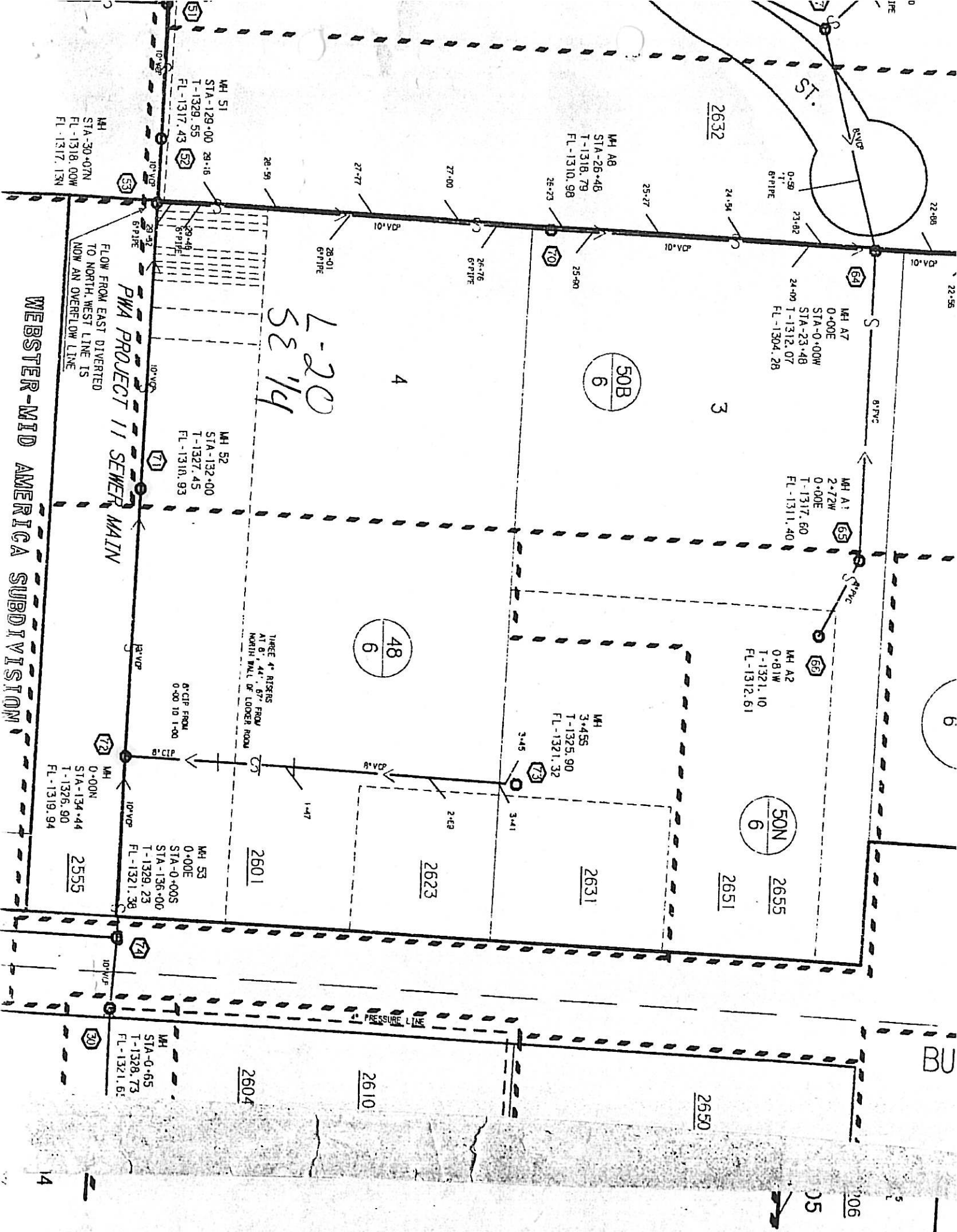
MH 71	0% L.E.L., no odor.
MH 72	0% L.E.L., no odor.
MH 73	0% L.E.L., no odor.

I called Steve and told him these results.

*Karen Chandler*

Karen Chandler  
WPCI II  
SSE & B

2623 N. GLENSTONE



WEBSTER-MID AMERICA SUBDIVISION

PWA PROJECT 11 SEWER MAIN

FLOW FROM EAST DIVERTED  
TO NORTH, WEST LINE IS  
NOW AN OVERFLOW LINE

L-20  
SE 1/4

THREE 4" RISERS  
AT 8', 44', 67' FROM  
NORTH WALL OF LOCKER ROOM

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MEMORANDUM TO FILE:

February 4, 1982

This office received a phone call at 16:00 from the Fire Department stating Wild Bill's Lounge, 2649 North Glenstone, had gasoline fumes inside the building.

Steve Short, with Fire Marshall Jim Dancy, investigated and found a floor drain behind the bar with a L.E.L. of 30 to 40%. The floor drain is located under a large ice machine. Fire Marshall Dancy stated the drain did not have a water trap. The drain could not be temporarily plugged because the ice machine has a constant bleed.

City Sewer Maintenance crews flushed from M.H. 5, Wye Map F-13, to M.H. 35, Wye Map G-13 at 17:00. Wild Bill's is connected between these manholes.

The following service stations were asked if they had flushed or were losing any product:

1. Holiday Inn D-X, 2650 N. Glenstone
2. Cloverleaf Texaco, 2631 N. Glenstone
3. I-44 Standard, 2623 N. Glenstone
4. Tallent's Mobil, 2604 N. Glenstone
5. Wade's Sixty-Six, 2545 N. Glenstone
6. Knight Oil, 2542 N. Glenstone

All reported no loss, with the exception of Wade's Sixty-Six which reported the underground loss of 100 plus gallons of product due to bad piping. This office contacted Jack Webster III and confirmed the above.

2623 N. GLENSTONE



Other businesses reporting gasoline odors were:

1. Ozark Jubilee Theater, 2659 N. Glenstone
2. Denny's Restaurant, 2823 N. Glenstone

Both businesses had dry traps in floor drains. After adding water no further problems were reported.

The North Treatment Plant was contacted and warned of gasoline in the sanitary sewer.

Fire Marshall Dancy and Short left the scene about 18:00.

Short was paged at 20:00 because the L.E.L. and odor had returned.

The night crew was called at 21:00 to flush from M.H. 18 to M.H. 4, Wye Map G-13, after a 100% L.E.L. was discovered in M.H. 18.

It was decided to flush from M.H. 18 with a fire hose. The nearest fire hydrant had been knocked down earlier so City Utilities was called to repair the hydrant. The hydrant was placed in service at 23:45 and flushing at approximately 50 g.p.m. started soon afterward.

The 2½" fire hose was installed with a 12" air gap above the manhole per C.U. instructions.

Short left the scene at 01:15, 2-5. at 02:00 the Fire Department was recalled to Wild Bill's. An employee of Wild Bill's spent the night in the building to monitor the odor and vent the building.

Friday, February 5, 1982

Friday morning at 8:30 Ateve and I arrived at the Villa Inn Motel at 2601 N. Glenstone to check the L.E.L. in the sewer in M.H.'s #3, #4, #5 and #18 of Wye Map G-13. We found 100% of L.E.L. at M.H.'s #3, #4 and #18 and \_\_\_\_\_% of L.E.L. in M.H. #5.

I talked to the operator of the Villa Inn and found that they had smelled gasoline odors in their laundry room via a washing machine at approximately 10:00 A.M. on 2-4-82 and had called City Utilities to check for a gas leak. C.U. findings were that no natural gas could be detected, according to a Villa Inn employee.

The Villa Inn had also smelled gas in Room 122 on the morning of 2-5-82. I could not smell anything or pick up anything on our "sniffer" in either location at the Villa Inn at this time. I got 100% of L.E.L. in the old Garden Court Cafeteria and they wetted up all their traps on sewer lines. This building had been empty for 2 years and is being remodeled. We then opened M.H. #5 and smelled gasoline when unsealed. After ventilation, the gasoline odors and "sniffer" readings subsided and Steve entered #5 and sampled flow from the east and south. No gasoline could be detected in either sample. Our vehicle stalled and we were towed to the Service Center at 10:30 A.M. We received a call from Bill Hopper, Jr., of Cloverleaf Texaco, 2631 N. Glenstone at 11:00 A.M. who said they had gasoline in a sump in a back room. We got a "sniffer" reading of 100% of L.E.L. in this pit and called for a Fire Marshall. Dan Thurman, Fire Marshall, came and instructed Bill Hopper, Jr. what furnaces and heat sources, etc., to operate and to seal off the pit and to remove the gasoline from the pit periodically, which they did. Bill Hopper, Jr., said that a rough check of his inventory showed no loss but he would call Texaco in Chicago and get



approval for Cunningham Equipment Co. to test his lines, etc., which he did. At 3:00 P.M. a Cunningham employee stated that a seal was leaking on a pump (no-lead) and gas was shooting back up electrical conduit toward the building. We found out nothing more on this on Firday.

Subsequently, we had asked Bill Shien at the I-44 Standard Station at 2623 N. Glenstone to check his lines etc. Mr. Shien called Standard Oil in St. Louis and got approval for Stoddard Equipment Co. to do this on Saturday at 1½ rate and agreed to do so if we insisted, but wanted to wait until Monday and see what materialized from Cunningham Equipment Co.'s findings at Cloverleaf Texaco, I agreed with Mr. Shien, but told him we would have to wait and see what transpired on Saturday.

I then checked back with Cloverleaf Texaco and found that nothing new had transpired at 3:45 P.M. I was told that Texaco Inc. was going to fly a corporate official here Saturday to be in charge of their investigation as Texaco owned the building, property, etc. I also found out that a Mr. Jim McDonald, a local Texaco official, had sampled the gasoline in the pit inside the Cloverleaf Texaco and the products from Texaco's tank and I-44 Standard's tanks to send to Texaco Inc. laboratories for a possible cross-match.

At approx. 4:05 P.M. Steve and I returned to our office and obtained the approval of Henry Cole to plug the sewer line from M.H.'s #4 to #18. At 4:30 P.M. Bob Corson assisted Steve and I in installing an inflatable plug in M.H.#4. This appeared to totally stop further entrance of gasoline into the remainder of the city sewer and served to localize the various hazards.

I then contacted the Villa Inn, Happy Hour Lounge, I-44 Standard and Cloverleaf Texaco and informed them that we had plugged the sewer and to curtail the use of water as much as possible.

We returned to the office at approx. 6:00 P.M. and I called Ralph Whitworth at the City Service Center and told him that if any sewer problem calls in the 2600 N. Glenstone were received to call me at home. Mr. Whitworth agreed to do so. I received no call in that regard Friday evening.

February 6, 1982

At 08:30 Lyman checked the Happy Hour Lounge, 2601 N. Glenstone, to determine if sewage had backed up in the building. No backup had occurred.

Lyman discovered 10" of product in M.H. 18. Short was called in at 10:00 to help in pumping the product out of the sewer.

About 175 gallons of product were pumped into four 55 gallon drums. Fire Marshall Gourley approved the temporary storage of the drums at the Springfield Service Center.

In order to prevent the plugged sewer line from backing up into businesses, the sewage was released Saturday afternoon.

Mr. H.C. O'Donnell, Field Maintenance Supervisor, Chicago Complex, Texaco U.S.A. arrived Saturday. Mr. O'Donnell was the Texaco representative in charge at the scene.

He contracted with Cunningham Equipment Company to air check all Texaco lines and tanks. A copy of their report to Mr. O'Donnell was requested by this office.



It is our unofficial understanding one pump had a bad O'ring seal and had lost a small amount of product.

Mr. O'Donnell contracted with Howard Reed Plumbing to excavate the Texaco building sewer near its connection to the city main. Product was discovered flowing in the building sewer.

The sewer was diverted to a drum and had pumped to 55 gallon drums by Reed Plumbing. Reed Plumbing employees stood by 24 hours a day to monitor and pump from the Texaco sewer.

This action apparently stopped the entrance of product into the city main because the level of product in M.H. 18 did not increase.

February 7, 1982

Lyman and Short arrived at the scene at approximately 10:00. It appeared the Texaco interceptor was collecting most of the product. Only 1" of product was in M.H. 18.

About 25 gallons of product was pumped from M.H. 18 and taken to the Service Center.

The plug in M.H. 4 was not removed because the Happy Hour Lounge would not be open.

Lyman contacted the Fire Department to arrange for a Fire Marshall to be present when construction workers returned to the Garden Court Cafeteria, 2611 N. Glenstone. The building had been closed all weekend and had experienced very high L.E.L.'s



Monday, February 8, 1982

Steve and I arrived at the Old Garden Court Cafeteria Building at 7:30 A.M. and found a construction worker inside. He had arrived at 6:30 A.M. and smelled nothing and indicated he had sealed all drains and eliminated sources of ignition before he left on Friday evening.

We then checked M.H. #18 and found no additional gasoline accumulation from when we left the site on Sunday evening. A check of Cloverleaf Texaco's entrapment revealed a considerable decrease of gasoline accumulation. We then returned to the office to give an update of the situation to Henry Cole and Bob Schaefer. We then made arrangements for unleading and storage of the drummed gasoline at the Service Center and for Gene Pabst to take a complete photographic review of the situation at 9:00 A.M. At 9:30 A.M. we returned to the site and found that Stoddard Equipment had found a leak at the regular dispenser on the N.E. island at the I-44 Standard. Stoddard employees and Mr. Shien felt that this was the problem but agreed to test all lines and tanks to be certain. We then instructed Mr. Shien to construct a trench along the north property line of I-44 Standard to determine if gasoline was migrating to the north and, if so, to collect the material so as to thwart infiltration of gasoline into Cloverleaf Texaco's building and private sewer. Standard Oil in St. Louis gave approval to Stoddard Equipment Co. to do so. We then talked to Cloverleaf Texaco and instructed them that we could not allow them to reattach to the sewer until we felt that entrance of gasoline into their building sewer was eliminated. We felt that trenching at I-44 Standard would reveal whether or not the infiltration of gasoline into Texaco's sewer and building would cease or improve. Texaco people agreed but indicated they might install new sewer or put in a septic tank and pump the sewage beneath any gasoline which might accumulate. Steve and I concurred with this. We then returned to the office at 11:45 A.M. and I



conversed with Dick Mann, Fire Marshall, and told him of the trenching operation and fire and explosion hazard associated and he agreed to have the Fire Department assess the situation.

We returned to the I-44 Standard at approx. 1:00 P.M. and found Stoddard had begun digging and a fire pumper standing by with dry chemical extinguishers. Battalion Chief Howard Thurman was also there. Stoddard began trenching near an outside tire storage cabinet and proceeded digging easterly. At about 6 feet east of starting point gasoline was found to be migrating through gravel fill on top of a dark silt loam and appeared to be just on top of the silt loam and not percolating through to the cherty parent material beneath. Gene Pabst photographed the trenching operation and what it had revealed.

At about 2:30 P.M. I walked next door to Cloverleaf Texaco and found that a tanker had just overfilled a tank and several gallons of gasoline had been spilled on their lot. Most of the gasoline had been collected from fill pits and the small remainder was washed off the lot down the storm sewer. No great environmental concern was observed at this time.

At about 3:00 P.M. we decided to pull the plug in M.H. #4 and see if it would be safe to leave unplugged. A small amount of gasoline was on top of the sewage initially but after a through cleaning by the city sewer flusher, almost no gasoline could be observed in the flow coming out of the section of line that had been plugged. We then checked with Wild Bill's and could record no presence of gasoline on our "sniffer" as the "slug" of gasoline had apparently passed their point of connection. At 4:30 P.M. we "sniffed" M.H.'s #3 and 4 and could detect no presence of gasoline. At 5:00 P.M. Stoddard ceased digging for the day and had dug 15-20 feet east from the starting point and had found the gasoline to be at about the same depth and to about the same extent. We returned to the office at 5:30 P.M.



Tuesday, February 9, 1982

At 10:30 A.M. Steve and I arrived on the scene and found that no additional digging had been performed at I-44 Standard. We talked to a Mr. Sargent of Texaco's Environmental Protection Branch who had arrived on the scene. Mr. Sargent indicated that they had air tested their premium and regular lines and found no leaks and were retesting their no-lead lines today as a small drop was found the first time but was attributed to faulty check valves. Mr. Sargent also indicated that they wanted to reconnect to sewer and would propose to use a "triple catch basin" to collect any gasoline which might enter their sewer line along with a by-pass if and when the presence of gasoline might disappear. We returned to the office at 11:40 A.M. and talked to Robert Schaefer who agreed with the theory of the catch-basin but wanted me to tell Mr. Sargent that the city would not accept any liability whatsoever for its installation, performance, or any recurring problems with gasoline entering the city sewer at a later date. I related this information to Mr. Sargent at 2:25 P.M. today.

Mr. Sargent said that they did not feel that it would be a long term problem based on the small volume of gasoline observed in the trenching at I-44 Standard and that they might just want to flush water down their drains and hook to the sewer without a catch-basin but said he had to call Chicago and he would let us know what he found out later.

We talked with Mr. Bill Shien at I-44 Standard and advised him to contact Standard officials to see if he could get some assistance in assessing what, if anything, needed to be done based on what the trenching operation had revealed. We advised him that he probably should have someone from Standard Oil, Inc. come to the site and assess any possible liabilities on Standard Oil Co.'s part. Mr. Shien indicated he would do this.

Feb. 9/82 con't

Stoddard Equipment had left the site as of 3:00 P.M. and it appeared that the extent of gasoline in the soil in the trench was no greater than yesterday.



February 10, 1982

Lyman and Short conferred with Mr. Sargent about a hydrocarbon separator and sampling pit to be installed in the Texaco building sewer prior to their reconnection to the sanitary sewer. Mr. Sargent stated Texaco would install a 55 gallon drum with appropriate piping to retain any product entering their building sewer. A sampling manhole will be provided for sampling and plugging if the need arises.

Mr. Sargent also discussed a vent system for Texaco's pit. This office forwarded that information to Fire Marshall Dancy for their approval.

Mr. Shien was advised to make arrangements for the removal of six drums of product from the Service Center. Stoddard Equipment will remove the drums 2-11-82. Short contacted the Service Center and received permission to dispose of the six oil drums.